

Keelboat Sailing Instructions 2023/24

The Keelboat Sailing Instructions apply to Club races conducted by Hillarys Yacht Club. These Sailing Instructions do not apply to events where separate Sailing Instructions are issued. Where Supplementary Sailing Instructions conflict with these Sailing Instructions, the Supplementary Sailing Instructions shall prevail.

Abbreviations

- AS Australian Sailing
- ASSR Australian Sailing Special Regulations relating to safety requirements.
- IRC International Rating Certificate
- RRS The current Racing Rules of Sailing as published by World Sailing.
- [SP] Denotes a rule for which a standard penalty may be applied by the Race Committee. This changes RRS A5.
- [NP] Denotes that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)
- [DP] Denotes a rule of which the penalty is at the discretion of the race committee and may be less than disqualification.

1. RULES

- 1.1 Races will be governed by rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The Australian Sailing Special Regulations (ASSR) Part 1 will apply. Races are designated as being Australian Sailing Category 5, unless altered by these Sailing Instructions.
- 1.3 The following racing rules (RRS) are modified in accordance with RRS 86 as follows:
- (a) RRS 44.1 – Taking a Penalty – is changed for all divisions so that the Two-turns penalty is replaced by a One-turn penalty.
- 1.4 All boats shall comply with the requirements of the Western Australian Department of Transport Regulations.
- 1.5 Appendix T Arbitration will apply.

2. [SP] ELIGIBILITY

- 2.1 All persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a Sail Pass, in accordance with RRS 46. New crew members may register for a SailPass for up to 6 races - hillarysyachtclub.com.au/sailpass/.
- 2.2 Boats shall display their registered sail numbers in accordance with RRS 77.
- 2.3 [SP] Boats shall register by completing a safety audit through a Club registered auditor in accordance with ASSR Part 1, as specified in SI 6.2, and pay the registration fee. Boats that do not comply with this requirement will be scored Did Not Start (DNS). The North Coast Series requires a separate registration as a joint regatta between HYC and ORSSC.
- 2.4 A boat may only race in the division determined by the handicapper.
- 2.5 Prior to each race, skippers shall Sign On at the pre-race briefing held ashore one hour before the scheduled start time. Emergency contact details (names and phone numbers) for each crew member must be provided.

3. NOTICES TO COMPETITORS

Notices will be posted on the official Keelboat Division Notice Board, located in Pinky's Wet Bar.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Changes to the Sailing Instructions will be posted on the official Keelboat Notice Board, as specified in SI 3, not less than 1 hour prior to the start of the race for which it will take effect.
- 4.2 Competitors are encouraged to attend the briefing for amendments. Changes to a sailing instruction may be communicated on the water before the warning signal by flying code flag "L".

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the mast on the HYC Start Tower.
- 5.2 When Flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the RRS Race Signals.

6. [SP] SAFETY REGULATIONS

- 6.1 [SP] At all times, boats shall keep clear of commercial shipping. If the Department of Transport lodges a formal complaint with Hillarys Yacht Club that a boat has failed to keep clear, the Race Committee will score that boat as DSQ without a hearing. This changes Rule 63.
- 6.2 Boats shall comply with ASSR Part 1 Category 5 for the following races:
- Fremantle and Return Races
 - Marmion Reef Race
 - Fairway Race
 - Rottnest and Return Races
 - Mindarie and Return Races
 - Any other races so designated by the Race Committee.
- 6.3 All boats shall Log On by radioing the Race Committee or nominated Race Controller (SI 6.4) on VHF 72 and informing them of the number of people on board not less than 25 minutes before the first warning signal of the day.
- 6.4 When no Race Committee is on duty, one boat will be nominated 'Race Controller' at the pre-race briefing (SI 2.5). The Race Controller is responsible for:
- Receiving the Log On from all boats as per SI 6.3.
 - Ensuring all boats return to safe anchorage.
- 6.5 [SP] A Man Overboard Race (MOB) will be conducted under the following specific instructions:
- The MOB shall consist of a fender attached to a minimum 9-litre capacity bucket capable of holding water.
 - All boats will perform a simulated rescue of a MOB on one upwind and one downwind leg at any time after the start and before the finish of the race.
 - In all cases, the rescue manoeuvre shall include one tack or one gybe.
 - [SP] Unless a boat elects to race without a spinnaker, the MOB event for the downwind leg shall occur while the spinnaker is set, and after the MOB has been rescued, the spinnaker shall be reset on the same leg. Boats failing to comply will be scored DSQ.
 - In each simulated rescue, one crew member will be deemed to have fallen overboard and will not participate with the MOB rescue in any way.

- Boats must compete with a minimum of two people on board. Boats wanting to compete with only two people on board must advise the Race Committee who will allow it to compete based on the experience and capability of the crew and boat. The decision of the Race Committee will not be grounds for redress. This changes RRS 62.1.

7. SCHEDULE OF RACES

- 7.1 Scheduled race dates, start times and Club approved regattas are listed in Appendix A Keelboat Calendar.
- 7.2 Any changes to the start times listed in Appendix A Keelboat Calendar will be displayed on the Keelboat Notice Board as specified in SI 3 no later than 1800 on the day before the change is to take effect.

8. CLASS FLAGS

- 8.1 Class flags will be:

Division 1		Naval numeral 1
Division 2		Naval numeral 2
Division 3		Naval numeral 3

- 8.2 Boats shall display their division flags from their backstay or, in the event they do not have a backstay, from the side stay closest to the Race Committee at the start of the race.

9. [NP] RACING AREA

- 9.1 The racing area for Inshore racing is within an area bordered by Centaur Mark, Horseshoe Reef and Little Island to the west; the shoreline of Mullaloo, Hillarys, Sorrento, Marmion, Waterman and North Beach to the east; Mindarie to the north, and Centaur Mark to the south.
- 9.2 The racing area for the Ocean Series is within an area bordered by Mindarie to the north, the coast to the east, Rockingham to the south and Rottnest to the west.

10. COURSES AND COURSE SIGNALS

- 10.1 All courses are as listed in Appendices B1 and B2.
- 10.2 The course will be signalled on the Start Tower or Start Boat by displaying the corresponding code flags/pennants no later than the Warning Signal for that division.
- 10.3 Shortened Course
Flag 'S' displayed no later than the Warning Signal means: "boats are to round the mark of the course indicated by 'sh' and proceed to the finish. Courses may also be shortened in accordance with RRS.
- 10.4 While racing, boats shall pass the red channel marker to port when outbound, and starboard when inbound. Boats shall also leave the red channel marker to port when travelling in a southerly direction and to starboard when travelling in a northerly direction.

11. MARKS

- 11.1 The permanent marks used in Hillarys Yacht Club races are located approximately at the coordinates shown in Appendix B3.
- 11.2 All marks are permanent floating orange spar buoys (HYC) or white spar buoys (ORSSC), unless otherwise stated.

12. RADIO COMMUNICATIONS

- 12.1 Boats shall have an operational VHF radio communication apparatus on board. All race communications will be made via VHF channel 72.
- 12.2 Boats are required to maintain a listening watch from Logging On (SI 6.3), until arrival at a pen/mooring, or until Logging Off with Race Committee or nominated Race Controller (SI 6.4). Course changes after the start will be notified by radio.

13. STARTING AND FINISHING LINES

13.1 Boat Starting and Finishing Line

13.1.1 Will be between a mast displaying an orange flag on the Race Committee Boat at the starboard end and the starting mark at the port end. A clearance mark may be streamed from the Race Committee Boat when starting. This buoy is deemed to be part of the Race Committee Boat for the purpose of RRS 31 and shall be passed on the same side as the Race Committee Boat when starting.

13.1.2 While a blue flag is displayed from a mast on the Race Committee Boat, a boat shall not pass through the finishing line unless finishing.

13.2 HYC Tower Starting and Finishing Line

13.2.1 Will be between a mast displaying an orange flag on the HYC Start Tower and a buoy placed approximately 100 meters north of the orange flag.

13.2.2 The start will cross the line in a Westerly direction. The Finish will cross the line in an Easterly direction including when shortened unless otherwise stated in the courses listed in Appendices B1 and B2.

13.2.3 While a blue flag is displayed from a mast on the HYC Start Tower, a boat shall not pass through the finishing line unless finishing.

13.3 South Mole Starting and Finishing Line

Will be between the South Mole Lighthouse and FSC "B" buoy (approximately 32 03.52S, 115 44.07E).

13.4 Mindarie Starting and Finishing Line

The finishing line will be an imaginary line bearing 270, extending 400m from the SOUTHERN end of the Southern breakwater.

The Starting line will be an imaginary line bearing 270, extending 400m from the Northern end of the Southern breakwater. This line will be used in conjunction with either 14.5 GPS Timed Start, or 14.4 Gate Start.

13.5 Phillip Rock Starting and Finishing Line

Will be an imaginary line running north between Phillip Rock Red Warning Beacon to South channel entrance marker beacon.

14. [SP] STARTING PROCEDURES

14.1 Flying Starts

14.1.1 Fleets will be started at 5-minute intervals in accordance with RRS 26.

14.1.2 RRS 29.1 shall apply.

14.1.3 After the starting signal the Race Committee may broadcast the sail numbers of those boats that have not complied with Rule 29.1. It is the responsibility of a boat to monitor the radio for this information. Failure of the Race Committee to make a broadcast or a boat to receive any broadcast will not be grounds for redress. This changes RRS 62.1.

14.2 [SP] Handicap Starts

14.2.1 Boats will be allocated a start number. Boats shall start on or after the fall of their number as displayed on the timing light tower.

14.2.2 The start line is deemed 'active' when the orange on station flag is raised. Boats shall keep clear and shall not cross the active start line unless starting. This changes the AS prescription in RRS 26.

14.2.3 [SP] A boat starting early will be penalised by adding 2 minutes to her elapsed time, plus 1 minute for each part or full minute by which her actual starting time preceded her designated start time. No individual recall will be signalled and no boat shall restart.

14.2.4 Handicap starts may be coordinated using the radio.

14.3 Race Controller Start

When a scheduled race start does not have a Race Committee on duty, a Race Controller shall be nominated and shall identify the Gate Start or Timed Start procedure to be used as specified in SI 14.4 and 14.5 and if boats are required to record their GPS finish time.

14.4 Gate Starts

14.4.1 The starting line will be an imaginary line between a designated start mark and the stern of a designated pathfinder boat. The pathfinder boat's sail number shall be provided to all skippers at the briefing.

14.4.2 Commencement of Starting Period

The Pathfinder boat will sail close-hauled on a port tack, passing just to leeward of the starting mark. The Pathfinder boat will display an orange flag when making the final approach for the gate start. Once the Pathfinder has passed the start mark all other boats must cross the imaginary line between the stern of the Pathfinder and the start mark on starboard tack to qualify as starters.

The Pathfinder will continue to sail close-hauled on port tack for two minutes.

The Pathfinder boat shall not be impeded by other boats during the starting period.

14.4.3 Completion of the Starting Period

Two minutes after the commencement of the starting period, the Pathfinder boat will go about onto starboard tack and then has no more immunity from other starters.

14.4.4 Late starters shall qualify by passing the starting mark on the nominated starting tack within one boat length.

14.5 [SP] GPS Timed Starts

14.5.1 The Race Controller shall nominate a time based on GPS as the race start time.

14.5.2 A boat will be deemed to have broken the start line when at least two competing boats of any division taking part in the start:

- a) raise protest flags, and
- b) advise the offending boat accordingly by hailing or radio call and, in which case, the offending boat should re-start.

14.5.3 When a boat starts before her nominated GPS start time but is not identified as being OCS at that time, then RRS 60 and 61 will apply.

15. KEEPING CLEAR

15.1 A boat whose warning signal has not been made shall keep clear of both the starting area and of all boats who are in the starting sequence.

15.2 Boats shall at all times give way to support craft identified by a green and white diagonal flag.

16. MISSING MARK

If a mark is missing or has shifted to a location nowhere near its correct position, then boats shall round the approximate position using a GPS or dead reckoning.

17. PROTESTS AND REQUEST FOR REDRESS

17.1 Protest Time Limit

Protests shall be lodged at the HYC Start Tower within 60 minutes of the last boat finishing in that division. Protests shall be in writing on forms available from the HYC Start Tower. When multiple races are scheduled, protests for previous races may be lodged within 60 minutes of the protesting boat's finishing time in the last race of the day.

17.2 If the first 3 places in a race are affected by a protest, pennants will be presented at the next presentation.

18. ARBITRATION

18.1 Rule 44.1 is changed to permit a boat that has broken a rule of Part 2, Part 4 or Rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty equal to a finishing place mid-way between the boat's actual finishing place and the score for a disqualification. Half points shall be disregarded and the points of other boats shall not be adjusted.

- 18.2 An arbitration hearing will be conducted for all protests lodged in accordance with Rule 61 which allege an infringement of a Rule of Part 2, Part 4 or Rule 31. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.
- 18.3 The time and place of the arbitration hearing will be decided by the arbitrator and such advice may be given verbally. One representative of each boat will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the manner in which testimony is given.
- 18.4 After taking testimony, the arbitrator will make one of the following conclusions:
- 18.5 The protest does not comply with Rule 61 and the protestor should withdraw the protest.
- 18.6 The matter shall proceed to a protest hearing. This may be because rules not suited to arbitration may be involved or because evidence is too complex or divergent or because injury, serious damage or a significant advantage may have occurred or because of the apparent severity of the alleged infringement or for any other reason decided by the arbitrator.
- 18.7 No rule was broken and the protestor should withdraw the protest.
- 18.8 A rule was broken by one or more of the boats involved, the infringing boat(s) may accept a scoring penalty as detailed above and if so accepted, the protestor should withdraw the protest.
- 18.9 An arbitration hearing shall not be re-opened. No conclusion of an arbitrator shall be subject to appeal or be grounds for redress.
- 18.10 Should the protest proceed to a protest hearing then the arbitrator may be a member of the Protest Committee. Any evidence given by an arbitrator during a protest hearing shall be given only in the presence of the parties to the hearing.

19. TIME LIMIT

19.1 Inshore Races

The time limit for the first boat in each division will be 3.5 hours or other time nominated by the Race Committee. Boats failing to finish within 90 minutes after the first boat in their division sails the course and finishes will be scored Did Not Finish (DNF).

19.2 Ocean Series Races

The time limit shall be 6:00pm or sunset as determined by the Bureau of Meteorology, whichever is earlier. All boats failing to finish by the time limit will be scored as Did Not Finish (DNF).

- 19.3 Skippers need to be prepared to record their own GPS finishing times as personnel may not be available to record these times.

20. SCORING

- 20.1 The Low Points Scoring System of RRS Appendix A as amended by SI 20.2 and 23 will apply to all Consistency, Club Championship and other series. Appendix C to these Sailing Instructions advises the number of races to count.
- 20.2 The following Scoring penalties will apply. This changes RRS Appendix A4.2.

DNS, DNF, DSQ, RET 1 Point plus the number of starters

DNC 1 Point plus the number of boat registered for the series in the applicable division.

21. STARTERS

A minimum of three starters are required to constitute a race. A minimum of three boats are required to start in any one race before any trophy shall be awarded.

22. HANDICAPS

- 22.1 An automated handicap and scoring system is used which is designed to ensure that all boats are able to win a pennant at some stage during the season. The final winner of each series and the Club Championship is the boat which is most consistent in finishing all races and copes best with the variety of conditions encountered.

- 22.2 Corrected times for the award of point scores will be calculated according to this handicap procedure.
- 22.3 Division 3 is designated a 'Jib and Main' (JAM) division. Boats sailing in Division 3 may not use a spinnaker under any conditions.
- 22.4 The handicaps are calculated to give a base handicap of 1.1 for Division1; 1.0 for Division 2 and 0.84 for Division 3 at the start of the season based on the performance of boats in the previous seasons. These figures may be adjusted to allow for two divisions to commence the season on the same handicap base if required.
- 22.5 Separate handicaps are maintained for the Ocean Series and North Coast Mini Series Races.
- 22.6 Handicaps are adjusted after each race according to the following table:

1st Place	+0.020
2nd Place	+0.010
3rd Place	No change
4th Place and all other places	-0.010

Once the adjustments have been made, the handicaps will be normalised. This resets the handicap of the highest handicap boat to finish in that race to the handicap it started at and all other finishing boats are adjusted pro-rata.

- 22.7 Boats that do not race will not have their handicap altered.
- 22.8 New boats joining a division will race under a handicap determined by the handicap officer. This initial handicap will rank the new boat behind boats of a similar size and performance. This handicap will be revised based on the first three race results. This could result in the boat being moved to a different division. Thereafter the normal handicap adjustments will apply.
- 22.9 It is a requirement that you advise the handicap officer of any change to keel, hull, weight of boat, changes to sails or changes to skipper/crew which have the potential to affect their boat's performance. Failure to do so may result in a protest and/or retrospective adjustment of a boat's handicap and results. The handicapper may revise the handicap based on the first three race results from the time the change was made.
- 22.10 Handicaps are monitored by the handicap officer and are subject to amendment as per these Sailing Instructions. Every effort is made to maintain a practical and efficient handicap system.

23. AVERAGE POINTS

- 23.1 Boats representing Hillarys Yacht Club in official class State, National and International Championships, ORWA events and premier events such Geographe Bay Race Week and Geraldton Races may apply for average points to be awarded in lieu of a Club race held on the same day. Consideration may also be given for participation in Club approved events.
- 23.2 The number of occasions for which average points may be granted is two for the ORC Championship Series where 2 races are held on the same weekend, and one occasion for all other series.
- 23.3 Average points will be calculated by the Finishing Line system based on the three prior results within the same series and, if there are insufficient prior results, then the number is made up from succeeding races in which the boat is a finisher.
- 23.4 Application for average points shall be made in writing to the Rear Commodore of Sail at least 7 days before the race, detailing the alternative sailing event and reasons. The Rear Commodore of Sail will consult with the Keel Division Captain and handicapper before reaching a decision.

24. DISCLAIMER OF LIABILITY

- 24.1 Responsibility for a boat's decision to participate in a race or to continue racing is its alone (RRS 4). All those taking part in Hillarys Yacht Club races, do so at their own risk.

Appendix A: Keelboat Calendar

Abbreviations:

- Cons = Consistency Series
- OS = Ocean Series
- WS = Winter Series
- ORWA = Ocean Racing WA
- NCS = North Coast Series

DATE	DAY	START	HOST CLUB	SERIES	EVENT
September 2023					
15/09/2023	Friday		HYC	Social Event	Pre Season Cocktail Party
16/09/2023	Saturday		FSC	ORWA	Foundation Race
October 2023					
7/10/2023	Saturday	1415	HYC	Non Points Race	HYC Opening Day / Commodores Cup
8/10/2023	Sunday				
15/10/2023 Sunday		1000	HYC	Consistency	Cons 1
			FSC	ORWA	West Coaster
22/10/2023	Sunday	1000	HYC	Ocean	Marmion Reef
28/10/2023	Saturday			ORWA	Geraldton to Perth Race
29/10/2023	Sunday	0900	HYC	Club Event	Discover Sailing Day
November 2023					
4/11/2023	Saturday		SOPYC	ORWA	Geraldton to Perth Race
5/11/2023	Sunday	1000	HYC	NCS	NCS 1
12/11/2023	Sunday	1000	HYC	Consistency	Cons 2
18/11/2023	Saturday		FSC	ORWA	Coventry Reef Race
19/11/2023	Sunday	1000	HYC	Consistency	Cons 3
25/11/2023	Saturday		RFBYC	ORWA	Dolphin Race
26/11/2023 Sunday		1000	HYC	NCS	NCS2
			RFBYC	ORWA	Gordon Craig Race
December 2023					
2/12/2023	Saturday			ORWA	IRC Regatta
3/12/2023 Sunday		1000	HYC	Consistency	Cons 4 / Chris Grant Memorial
		1000	HYC	ORWA	IRC Regatta

DATE	DAY	START	HOST CLUB	SERIES	EVENT
9/12/2023	Saturday	1000	HYC	Ocean	Fremantle Race
10/12/2023	Sunday	1030	HYC	Ocean	Fremantle Return
17/12/2023	Sunday	1330	HYC	Consistency	Cons 5 (PM)
25/12/2023	Monday				Christmas Day
26/12/2023	Tuesday				Cockburn Sound Regatta
27/12/2023	Wednesday				Cockburn Sound Regatta
28/12/2023	Thursday				Cockburn Sound Regatta
29/12/2023	Friday				Cockburn Sound Regatta
30/12/2023	Saturday				Cockburn Sound Regatta
January 2024					
1/01/2024	Monday				New Years Day
7/01/2024	Sunday	1000	HYC	NCS	NCS3
14/01/2024	Sunday	1000	HYC	Ocean	Fairway
20/01/2024	Saturday		HYC	ORWA	Pot of Gold / Dash for Cash
21/01/2024	Sunday			ORWA	Sheperdess Cup
26/01/2024	Friday	1000	HYC	Non Points Race	Australia Day Cup
28/01/2024	Sunday				Australia Day Weekend
February 2024					
4/02/2024	Sunday	1330	HYC	Consistency	Cons 6 (PM)
10/02/2024	Saturday	1000	HYC	Ocean	Rottneest Race
11/02/2024	Sunday	1030	HYC	Ocean	Rottneest Return
17/02/2024	Saturday		RFBYC	ORWA	Bunbury Race
18/02/2023	Sunday		RFBYC	ORWA	Bunbury Return
18/02/2024	Sunday	1000	HYC	Non Points Race	Lady Skippers Race
25/02/2024	Sunday	1000	HYC	NCS	NCS4
March 2024					
2/03/2024	Saturday				Labour Day weekend
3/03/2024	Sunday				Labour Day weekend
4/03/2024	Monday			ORWA	Labour Day
9/03/2024	Saturday			ORWA	Mandurah
10/03/2024 Sunday		1000	HYC	Consistency	Cons 7
		1000	HYC	ORWA	Mandurah



DATE	DAY	START	HOST CLUB	SERIES	EVENT
17/03/2024	Sunday	0930		Ocean	Mindarie
22/03/2024	Friday		RPYC	ORWA	Cape Naturaliste Return
23/03/2024	Saturday		RPYC	ORWA	Cape Naturaliste Return
24/03/2024 Sunday		1000	HYC	NCS	NCS 5
			RPYC	ORWA	Cape Naturaliste Return
29/03/2024	Friday				Easter
30/03/2024	Saturday				Easter
31/03/2024	Sunday				Easter
April 2024					
1/04/2024	Monday				Easter Monday
6/04/2024	Saturday		RPYC	ORWA	Island Race
7/04/2024	Sunday	1330	HYC	Consistency	Cons 8 MOB (PM)
14/04/2024	Sunday	1000	HYC	Ocean	Ocean Spare
20/04/2024	Saturday		RFBYC	ORWA	Roland Smith
21/04/2024	Sunday	1330	HYC	Consistency	Cons Spare (PM)
25/04/2024	Thursday	1000	HYC	Non Points Race	Anzac Day / Diggers Cup
May 2024					
3/05/2024	Friday	1630	HYC	Social Event	Shakeshaft Shuffle
5/05/2024	Sunday	1000	HYC	Non Points Race	Double Hander
11/05/2024	Saturday	900	HYC	Casual Sail	She Sails
18/05/2024	Saturday	1800	HYC	Social Event	HYC KEEL DINNER
June 2024					
3/06/2024	Monday				Western Australia Day
9/06/2024	Sunday	1000	HYC	Winter	WS R1
23/06/2024	Sunday	1000	HYC	Winter	WS R2
July 2024					
7/07/2024	Sunday	1000	HYC	Winter	WS R3
21/07/2024	Sunday	1000	HYC	Winter	WS R4
August 2024					
4/08/2024	Sunday	1000	HYC	Winter	WS R5
11/08/2024	Sunday				HYC AGM
18/08/2024	Sunday	1000	HYC	Winter	WS R6
25/08/2024	Sunday	1000	HYC	Winter	Winter Spare

Appendix B1: Inshore Courses



COURSE A



Wind: South West / North East (15-20 kn)
 Start and Finish Line: HYC Tower (refer to SI 13.2)

	I 		II 	
Start	HYC Tower			
	C	Port	W	Port
	B	Port	B	Port
	S	Port	S	Port
	A	Stb	A	Stb
	S-sh	Port	S-sh	Port
	A	Stb	A	Stb
Finish	Start Line		Start Line	
	<i>Total Distance</i>	<i>11.8 / 10.2</i>	<i>Total Distance</i>	<i>10.1 / 8.5</i>

COURSE B

Wind: South West / North East (>20kn)
 Start and Finish Line: HYC Tower (refer to 13.2)



	I 		II 	
Start	HYC Tower			
	W	Stb	W	Stb
	F	Stb	F	Stb
	S	Stb	S	Stb
	A	Stb	W	Stb
	S	Stb	F	Stb
	W	Stb		
	F	Stb		
Finish	Start Line		Start Line	
	<i>Total Distance</i>	<i>11.0</i>	<i>Total Distance</i>	<i>9.0</i>



Appendix B1: Inshore Courses

COURSE C

Wind: South / North (>20kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)





	I 	II 			
Start	HYC Tower				
	HYC L	Stb	HYC L	Stb	
	Cow Rocks	Port	Cow Rocks	Port	
	ORSSC M	Port	ORSSC M	Port	
	HYC H	Stb	HYC H	Stb	
	HYC F-sh	Port	HYC M-sh	Stb	
	HYC S	Stb	HYC A	Stb	
	HYC A	Stb			
Finish	Start Line		Start Line		
	Total Distance		11.4 / 9.2	Total Distance	
				9.9 / 8.2	

COURSE D

Wind: South West / North East (>20kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)



	I 		II 	
Start	HYC Tower			
	F	Port	F	Port
	M	Stb	M	Stb
	W	Port	W	Port
	B	Port	B	Port
	S	Port	S-sh	Port
	A	Stb	A	Stb
	S-sh	Port		
	A	Stb		
Finish	Start Line			Start Line
	Total Distance		11.4 / 9.8	Total Distance
				9.4 / 7.7



Appendix B1: Inshore Courses

COURSE E

Wind: South West / North East (15 - 20kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)





	I 	II 			
Start	HYC Tower				
	F	Port	F	Port	
	M	Stb	M	Stb	
	W	Port	A	Port	
	S	Stb	S	Stb	
	W	Stb	W	Stb	
Finish	Start Line		Start Line		
	<i>Total Distance</i>		<i>10.0</i>	<i>Total Distance</i>	
				<i>8.6</i>	

COURSE F

Wind: East / West (<30kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)



	I 		II 	
Start	HYC Tower			
	L	Port	L	Port
	S	Stb	S	Stb
	F	Stb	F	Stb
	M	Stb	M	Stb
	S	Stb	S	Stb
	A-sh	Stb	A-sh	Stb
	F	Stb	F	Stb
	S	Stb		
	F	Stb		
Finish	Start Line		Start Line	
	Total Distance		9.2 / 7.2	Total Distance 7.3 / 7.2



Appendix B1: Inshore Courses

COURSE G

Wind: South East / North West (<30kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)



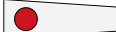

	I 		II 	
Start	HYC Tower			
	L	Port	L	Port
	S	Stb	S	Stb
	F	Port	F	Port
	B-sh	Port	A-sh	Port
	F	Port	F	Port
	B	Port	B	Port
Finish	Start Line			Start Line
	<i>Total Distance</i>		<i>10.1 / 7.2</i>	<i>Total Distance</i>
				<i>8.4 / 5.6</i>

COURSE H

Wind: North West / South East (<30kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)



	I 		II 			
Start	HYC Tower					
	L	Port		L	Port	
	M	Stb		M	Stb	
	B	Stb		A	Stb	
	L	Port		L	Port	
	A-sh	Stb		A-sh	Stb	
	L	Port		L	Port	
	F	Port		F	Port	
Finish	Start Line				Start Line	
	<i>Total Distance</i>			<i>11.4 / 9.3</i>	<i>Total Distance</i>	
					<i>9.9 / 7.7</i>	



Distances given are those between each pair of marks.

Appendix B1: Inshore Courses

COURSE Q

Wind: South West / North East (<10kn)
 Start and Finish Line: HYC Tower (refer to SI 13.2)





	I 		II 	
Start	HYC Tower			
	F	Port	F	Port
	S	Stb	S	Stb
	A-sh	Stb	A-sh	Stb
	M	Port	M	Port
	L	Stb		
Finish	Start Line		Start Line	
	Total Distance		5.4 / 5.2	

COURSE J

Wind: South East / North West (<10kn)
 Start and Finish Line: HYC Tower (refer to SI 13.2)



	I 		II 	
Start	HYC Tower			
	L	Port	L	Port
	S	Port	M	Port
	L	Port	L	Port
	S	Port	S	Port
Finish	Start Line		Start Line	
	Total Distance		6.0	Total Distance 5.0

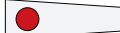

Appendix B1: Inshore Courses

COURSE K

Wind: North / South (<10kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)





	I 		II 	
Start	HYC Tower			
	F	Stb	A	Stb
	L	Stb	L	Stb
	F	Stb		
	L	Stb		
Finish	Start Line		Start Line	
	Total Distance		5.4	Total Distance
				4.4

COURSE R

Wind: East / West (<10kn)

Start and Finish Line: HYC Tower (refer to SI 13.2)



	I 		II 	
Start	HYC Tower			
	F	Port	F	Port
	S	Port	S	Port
	F	Port	F	Port
	S-sh	Port	S	Port
	L	Stb		
Finish	Start Line		Start Line	
	Total Distance		Total Distance	
	6.4 / 5.7		5.7	



Distances given are those between each pair of marks.

Appendix B2: Ocean Series Courses

HILLARYS TO FREMANTLE RACE

Start Line: HYC Tower

Finish Line: South Mole Line (refer to SI 13.3)



I 		II 	
Start		Start	
GR Red A	Port	GR Red A	Port
Campbell	Stb	Burnell	Stb
Burnell	Stb	FHredA	Port
FHredA	Port	FHgreen1	Port
FHgreen1	Port	South Mole Finish	
South Mole Finish			

FREMANTLE TO HILLARYS RACE

Start Line: South Mole Line (refer to SI 13.3)

Finish Line: HYC Tower

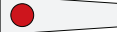

Start Procedure: GPS Timed Start (refer to SI 14.5)

I 		II 	
Start		Start	
FHgreen1	Stb	FHgreen1	Stb
FHredA	Stb	FHredA	Stb
Burnell	Port	Burnell	Port
GR Red A	Stb	GR Red A	Stb
B	Port	B	Port
A	Port	HYC Tower Finish	
W	Stb		
HYC Tower Finish			

Appendix B2: Ocean Series Courses

MARMION REEF RACE



Start and Finish Line: HYC Tower

I 	II 
Start	Start
L	Port
B	Stb
C	Stb
Marmion Reef	Stb
ORSSC T	Stb
ORSSC M	Stb
M	Stb
W	Port
B	Port
S	Port
A	Stb
HYC Tower Finish	HYC Tower Finish

HILLARYS TO MINDARIE RACE

Start Line: HYC Tower

Finish Line: Mindarie Breakwater (refer 13.4)

I 	II 
HYC Tower Start	Start
L	Port
F	Port
Cow Rocks	Port
Mindarie Breakwater Finish	Mindarie Breakwater Finish



Appendix B2: Ocean Series Courses

MINDARIE TO HILLARYS RACE

Start Line: Mindarie Breakwater (refer to SI 13.4)

Finish Line: HYC Tower in a westerly direction



Start Procedure: Gate Start or Time Start (refer to SI 14.4/14.5)

I 	II 
Start	Start
Cow Rocks	Cow Rocks
Stb	Stb
HYC Tower Finish in a westerly direction	HYC Tower Finish in a westerly direction

HILLARYS TO ROTTNESST RACE

Start Line: HYC Tower

Finish Line: Philip Rock (refer to SI 13.5)

I 	II 
Start	Start
A	S
Port	Stb
S	B
Stb	Stb
B	C
Stb	Stb
C	Fairway
Stb	Port
Fairway	East Windmill
Port	Stb
East Windmill	Philip Rock Finish
Stb	
Philip Rock Finish	



Appendix B2: Ocean Series Courses

ROTTNEST TO HILLARYS RACE

Start Line: Philip Rock (refer to SI 13.5)



Finish Line: HYC Tower

Start Procedure: GPS Timed Start (refer to SI 14.5)

I 		II 	
Start		Start	
Fairway	Port	Fairway	Port
B	Port	B	Port
S	Port	S	Port
A	Stb	HYC Tower Finish	
HYC Tower Finish			

FAIRWAY RACE

Start and Finish Line: HYC Tower

I 		II 	
Start		Start	
L	Port	L	Port
A	Port	B	Stb
S	Stb	C	Stb
B	Stb	Fairway	Port
C	Stb	GRredA	Port
Fairway	Port	S	Port
GRredA	Port	M	Stb
S	Port	HYC Tower Finish	
M	Stb		
HYC Tower Finish			

Appendix B3: Ocean Racing Marks

Hillarys Yacht Club Marks

Mark	South	East
"A" Anchor	31 51.13'	115 43.85'
"B" Beach	31 51.76'	115 44.31'
"C" Centaur (Centaur Reef South Cardinal Mark)	31 52.70'	115 43.00'
"F" Foam	31 50.55'	115 43.24'
"H" Hillarys (D.O.T. yellow spar buoy)	31 49.23'	115 44.18'
"L" Little	31 49.53'	115 42.84'
"M" Marina	31 49.93'	115 43.94'
"S" Sorrento	31 50.20'	115 44.38'
"W" Whale	31 52.00'	115 43.50'
"ORSSC S"	31 46.76'	115 42.71'
"ORSSC M"	31 47.07'	115 43.72'
"ORSSC T"	31 45.90'	115 41.55'
"SB" Scarborough Beach	31 53.64'	115 44.76'

Approximate Location of Non-Hillarys Yacht Club Marks

Mark	South	East
Campbell Buoy	31 59.2'	115 44.3'
Burnell Buoy	32 01.4'	115 44.3'
North West Exclusion Zone Buoy	31 56.6'	115 43.3'
South West Exclusion Zone Buoy	31 58.9'	115 43.3'
South Moll Start/Finish Line Buoy	32 03.5'	115 44.0'
Eastern Windmill	32 01.2'	115 37.7'
Fairway	31 57.1'	115 38.9'
Gage Roads Entrance Buoy		
Red A Entrance Buoy (GRredA)	31 59.0'	115 41.7'
Fremantle Harbour Entrance Buoys		
Red A Entrance Buoy (FHredA)	32 03.3'	115 43.0'
Green No 1 Entrance Buoy (FHgreen1)	32 03.5'	115 43.0'

Appendix B4: Table of Bearings and Distances (nm) Between Marks

The bearing from a mark (left column) to another mark (top row) is given in bold. The distance (in nautical miles) is given underneath in normal type.

Note that the values may change slightly due to drift.

Legend:

- L - Little
- M - Marina
- S - Sorrento
- F - Foam
- A - Anchor
- B - Beach
- W - Whale
- C - Centaur
- CM - Channel Marker

	L	M	S	F	A	B	W	C	CM
L		125 0.8	119 1.3	167 1.0	159 1.6	152 2.4	177 2.1	179/184 3.2	78 0.5
M	305 0.8		109 0.5	218 0.7	185 1.0	164 1.7	198 1.7	196 2.8	342 0.6
S	299 1.3	289 0.5		247 0.9	212 1.0	179 1.5	214 1.8	205 2.8	318 1.0
F	347 1.0	038 0.7	067 0.9		146 0.6	142 1.5	186 1.1	189 2.2	012 1.1
A	339 1.6	005 1.0	032 10	326 0.6		140 0.9	216 0.8	202 1.8	356 1.6
B	332 2.4	344 1.7	359 1.5	322 1.5	320 0.9		273 1.0	230 1.6	344 2.3
W	357 2.1	018 1.7	034 1.8	006 1.1	036 0.8	093 1.0		192 1.1	009 2.2
C	004/359 3.2	016 2.8	025 2.8	009 2.2	022 1.8	050 1.6	012 1.1		010 3.3
CM	258 0.5	162 0.6	138 1.0	192 1.1	176 1.6	164 2.3	189 2.2	190 3.3	

Appendix C: Races To Count

A minimum of 3 races is required to constitute a series.

Each series will be separate from each other with prizes awarded for each series.

Summer Consistency Series

Consists of up to 8 races held from October to May.

Where 5 to 7 races are completed, each boat shall drop its worst result. Where 8 or more races are completed, each boat shall drop its worst 2 results.

Ocean Series

Consists of up to 8 races held from October to May.

Where 5 to 7 races are completed, each boat shall drop its worst result. Where 8 or more races are completed, each boat shall drop its worst 2 results.

The return leg for the Rottneest, Fremantle and Mindarie Offshore races shall be treated as two individual races.

When the series comprises a pair of races (Fremantle, Mindarie and Rottneest), the winner of the trophy will be the boat with the lowest combined point score of the two races and if a tie then the winner will be the boat with the lowest combined corrected time of both races. If one race is abandoned, the other race will be the trophy race.

North Coast Mini Series

Consists of up to 10 races held from October to May. Each North Coast Mini Series race on the same day will be combined to give an overall single result for the day. For example:

	Race 1	Race 2	Total	Result
Boat A	2	3	5	2
Boat B	1	2	3	1
Boat C	4	1	5	2
Boat D	3	4	7	4

No races or results shall be excluded from the North Coast Mini Series. This changes RRS A2.1.

Appendix C: Races To Count

ORC Summer Series

Consists of up to 8 races of the Summer Consistency Series.

Where 5 or more race results are completed, each boat shall drop its worst result.

ORC Championship

Consists of up to 8 races of the Ocean Series.

Where 5 or more race results are completed, each boat shall drop its worst result.

Winter Consistency Series

Consists of up to 6 races held from June to August.

Where 5 or more races are completed, each boat shall drop its worst result.

Division Champion Series

A Division Champion for each of Divisions 1,2 and 3, is the boat with the lowest total point score after dropping its worst 4 races from all races in the Summer Consistency Series, Ocean Series and North Coast Mini Series.

Club Champion Series

The Club Champion shall be determined from the Boats in Division 1,2 and 3 using a 'Normalisation of Fleet Size Method' across all races in the Summer Consistency Series, Ocean Series and North Coast Mini Series. The normalisation method outlined in Appendix E is designed to overcome the different sized fleets.

The champion boat is the boat with the lowest total normalised point score after dropping its worst four races from all races in the Summer Consistency Series, Ocean Series and North Coast Mini Series

Appendix D: Perpetual Trophies

Commodore's Cup
Marmion Reef – Alan Carter Trophy
Fairway Race
Chris Grant Memorial Cup
Lady Skippers' Race
Australia Day Cup
Digger's Cup
Fremantle Return Race
Rottnest Return Race
Mindarie Return Race
Winter Series Trophy
Summer Consistency Trophy
Ocean Series Trophy
IRC Championship
Cruiser Cup
Division Consistency Series
Division Ocean Series
Division Mini Series
Club Champion
Broken Mast

Appendix E - Club Champion Normalisation Calculation Method

This method overcomes the different sizes of the fleets sailing in the three divisions of keelboats when attempting to decide the Club Champion for the season. Once the performance of each boat in a race has been determined using the Low Point Scoring system and including boats that DNC, DNS, DSQ, DNF as described in Scoring () the following mathematical procedure is applied.

A fleet size of ten will be used as the standard fleet size for the season for all divisions. It doesn't matter if fleets are bigger or smaller than this. It is an arbitrary number that will be used across all fleets for the season. Each fleet is then normalised (or weighted) to that fleet size, for each race and each division.

A total standard fleet score is calculated by adding all possible finishing places, ie. $1+2+3+...+10=55$.

The average standard fleet size is then calculated as the total score divided by the number of boats in the fleet, ie. $55 / 10 = 5.5$.

After each race, the average fleet size score is calculated for each fleet. For example:

For a fleet size of 2, the average would be $(1+2)/2=1.5$;

For 3 boats the average would be $(1+2+3)/3=2.0$,

For a fleet size of 9, the average would be $(1+2+...+9)/9=5$.

Boats that do not start are not included for this average fleet score.

From these two numbers a normalising ratio is calculated for each fleet by dividing the average standard fleet size score (5.5) by the average fleet size score for each fleet for that race. E.g. for a race with 9 boats the ratio is 5.5 divided by 5 or 1.1.

This ratio will be different for each fleet for each week (unless the fleet sizes are the same) allowing us to compare performances of boats in fleets of differing sizes. The appropriate ratio is applied to (multiplied by) each boat's low point score and a normalised or weighted score is calculated. The ratio is applied to all boats irrespective of their status (DNC, DNS, DSQ or DNF).

Appendix E - Club Champion Normalisation Calculation Method

Example normalised scores using the table on the following page.

No. Starters	Finishing Position	Low Point Score	Multiplier	Normalised Score
3	1	1	2.75	2.75
3	3	3	2.75	8.25
3	DNS	4	2.75	11
10	1	1	1	1
10	5	5	1	5
10	10	10	1	10
10	DNS	11	1	11

The normalised or weighted scores are totalled at the end of the season, the worst four scores are dropped and a final score calculated. The boat with the lowest such score is the Club Champion.

Normalised Score Table

Standard Fleet Size 10
Standard Average Score 5.5

		Number of Starters															c. Normalising ratio
Position	Low Point Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
		5.50	3.67	2.75	2.20	1.83	1.57	1.38	1.22	1.10	1.00	0.92	0.85	0.79	0.73	0.69	
1	1	5.50	3.67	2.75	2.20	1.83	1.57	1.38	1.22	1.10	1.00	0.92	0.85	0.79	0.73	0.69	
2	2		7.33	5.50	4.40	3.67	3.14	2.75	2.44	2.20	2.00	1.83	1.69	1.57	1.47	1.38	
3	3			8.25	6.60	5.50	4.71	4.13	3.67	3.30	3.00	2.75	2.54	2.35	2.20	2.06	
4	4				8.80	7.33	6.29	5.50	4.89	4.40	4.00	3.67	3.38	3.14	2.93	2.75	
5	5					9.17	7.86	6.86	6.11	5.50	5.00	4.56	4.23	3.93	3.67	3.44	
6	6						9.43	8.25	7.33	6.60	6.00	5.50	5.08	4.71	4.40	4.13	
7	7							9.63	8.56	7.70	7.00	6.42	5.92	5.50	5.13	4.81	
8	8								9.78	8.80	8.00	7.33	6.77	6.29	5.87	5.50	
9	9									9.90	9.00	8.25	7.62	7.07	6.60	6.19	
10	10										10.00	9.17	8.46	7.86	7.33	6.88	
11	11											10.08	9.31	8.64	8.07	7.56	
12	12												10.15	9.43	8.80	8.25	
13	13													10.21	9.53	8.94	
14	14														10.27	9.63	
15	15															10.31	
DNS, DNF, DSQ	+1	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00	
DNC	+2	16.50	14.67	13.75	13.20	12.83	12.57	12.38	12.22	12.10	12.00	11.92	11.85	11.79	11.73	11.69	

Appendix F: HVC Race Area

